

5. **2016SP-033-001**

**LARAMIE AVENUE SP**

Council District 20 (Mary Carolyn Roberts)

Staff Reviewer: Latisha Birkeland

A request to rezone from R8 to SP-R zoning, to permit up to 32 residential units, for properties located at Laramie Avenue (unnumbered) and Nashua Lane (unnumbered), approximately 245 feet east of Waco Drive (3.07 acres), requested by Miken Development, LLC, applicant; TSMPC, LLC, owner.

**Staff Recommendation: Approve with conditions and disapprove without all conditions.**

**APPLICANT REQUEST**

**Zone change to permit up to 32 residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Residential (SP-R) zoning, to permit up to 32 residential units, for properties located at Laramie Avenue (unnumbered) and Nashua Lane (unnumbered), approximately 245 feet east of Waco Drive (3.07 acres).

**Existing Zoning**

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 16 lots with 4 duplex lots for a total of 20 units.*

**Proposed Zoning**

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type.

**CRITICAL PLANNING GOALS**

**N/A**

**WEST NASHVILLE COMMUNITY PLAN**

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed "greenfield" areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

Consistent with Policy?

Yes. The T4 NE policy is a residential policy intended to enhance urban neighborhoods with opportunities for improved pedestrian, bicycle and vehicular connectivity. The request does not provide a connection to Larimie Avenue to the west, however it does provide a private drive connection to the property to the north of the site. A connection from Nashua Lane to Laramie Avenue is not vital to the neighborhood as it does not connect local streets to a collector or arterial street. Additionally, if a connection was provided to Laramie Avenue all traffic would be forced through the neighborhood, eventually connecting to 63<sup>rd</sup> Avenue North. The proposed private drive provides a more direct connection. The plan provides appropriate transitions to the existing residential neighborhood in terms spacing of the proposed residential units and provides a 40 foot landscape buffer.

**PLAN DETAILS**

History

This request was originally submitted as a zone change request from R8 to RM15-A. Staff recommended disapproval and the applicant deferred the application indefinitely prior to the March 24, 2016, Metro Planning Commission meeting. The applicant has changed the request to a Specific Plan application to permit a maximum of 32 residential units.

Site Plan

The properties located at Laramie Avenue (unnumbered) and Nashua Lane (unnumbered) are currently zoned R8. The existing zoning district allows for one and two-family residential uses. Both Laramie Avenue and Nashua Lane dead-end at this site.

The proposed plan includes 32 attached and detached residential dwelling units. Vehicular access to the site is proposed from Nashua Lane. The plan does not extend Laramie Avenue, which dead-ends at the site. A private drive

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extends north from Nashua Lane to the parcel to the north of the site. The proposed private drive does provide a connection to the north, without connecting into Laramie Avenue. Sidewalks are proposed along Nashua Lane and along the private drive. Sidewalks will be a minimum width of 5 feet with a minimum 4 foot planting strip.

Parking is provided throughout the site, including a parking lot behind units 20-25. Parking pads shall be a minimum of 20 feet in depth so as to provide a sufficient depth to allow for automobiles to be parked and not encroach into the public sidewalk. The proposed plan includes a 40 foot landscape buffer along the western property line which provides a transition between the units and the surrounding T4 Neighborhood Maintenance policy and single family units to the west of the site.

### FIRE MARSHAL RECOMMENDATION

#### Approved with conditions

- 2nd means of ingress egress provided. Fire Code issues for the structures will be addressed at permit application review.

### STORMWATER RECOMMENDATION

#### Approved

### WATER SERVICES RECOMMENDATION

#### Approved with conditions

- Approved as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

### PUBLIC WORKS RECOMMENDATION

#### Approved with Conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Approval is concept only and revisions to the roadside cross section on Nashua will be required prior to building permit, i.e. installation of a grass strip.
- Indicate the location of a centralized dumpster and recycling container.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approved

Maximum Uses in Existing Zoning District: **R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	3.07	5.4 D	20 U	192	15	21

\*Based on two-family lots

Maximum Uses in Proposed Zoning District: **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (230)	3.07	-	32 U	239	21	24

Traffic changes between maximum: **R8** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
	3.07	-	+12 U	+47	+6	+3

### METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 2 Elementary 1 Middle 1 High

Projected student generation proposed SP-R district: 5 Elementary 3 Middle 2 High

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The proposed SP zoning is expected to generate six more students than the existing R8 zoning. Students would attend Cockrill Elementary School, McKissack Middle School and Pearl-Cohn High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated March 2016.

### WORKFORCE AND AFFORDABLE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? No.
2. If so, how many and what is the percentage of the entire development? Not Applicable.
3. How will you enforce the affordability requirements? Not Applicable.
4. Have any structures been demolished in the last 12 months? Not to my knowledge.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the plan is consistent with the policy and meets several critical planning goals.

### CONDITIONS

1. Permitted land uses shall be limited to up to 32 residential units.
2. Height is limited to a maximum of 2 stories in 35 feet, to the roofline.
3. Height is limited to a maximum of 2 stories in 36 feet and 6 inches, to the roofline for up to four units with garage parking.
4. An access easement for the private drive connecting to the northern property must be recorded prior to issuance of any building permits.
5. Parking pads shall be a minimum of 20 feet in depth.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application.
7. The following design standards shall be added to the plan:
  - a. Building façades fronting a street or courtyard shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
  - b. Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers or egress windows.
  - c. EIFS, vinyl siding and untreated wood shall be prohibited.
  - d. Porches shall provide a minimum of six feet of depth.
  - e. A raised foundation of 18" - 36" is required for all residential structures.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
10. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
11. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions and disapprove without all conditions. (8-0), Consent Agenda

### **Resolution No. RS2016-192**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2016SP-033-001 is **Approved with conditions and disapproved without all conditions. (8-0)**"

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